

FEATURE OF YALE-HARVARD THAMES REGATTA WILL BE MEETING OF FIRST VARSITY CREWS

Automobile News

There is a new star the "Twin Six." It's a brilliant star, the Packard Twin Six. The newest motor car design in the world made its metropolitan appearance at the Packard store in New York City June 17.

The day following the 5000 mark was again passed, establishing what is probably a record for Broadway's motor row. Testifying to the fact that this enormous number of callers was made up of the truly curious is a wire sent to the factory by M. J. Budlong, president of the company's branches, declaring that an error had been made in pricing the cars.

The Twin Six shown in New York is the one displayed in Indianapolis during the 500 mile race. The sensation the car caused in the Hoosier metropolis is best shown by a wire sent to Detroit by Carl Fisher, president of the Indianapolis Speedway, who is also the Packard dealer in Indianapolis. It reads:

"Have just finished largest week's business in history of company. Show rooms were crowded from morning until night. Public comments from foremost engineers in attendance at races have aided us wonderfully in taking orders from conservative motorists who otherwise might have been skeptical over such a pronounced departure from conventional construction. Believe entire allotment of Twin Sixes for this district will be sold within 30 days. We are willing to double original order if the factory can supply us."

In nearly every important center of distribution, Packard dealers are making insistent demands for increased allotments.

ARGENTINA AS MARKET FOR AMERICAN AUTOMOBILES

American-made automobiles are steadily gaining in popularity in the Argentine market, their proportion of the total imports of automobiles into that country having risen from 10-12 per cent in 1912 to more than 19 per cent in 1913, the latest period for which detailed official returns have reached the Bureau of Foreign and Domestic Commerce of the Department of Commerce.

The imports of automobiles into Argentina during 1913 valued at \$5,194,200, supplied chiefly by France, the United States, Germany, Italy, the United Kingdom and Belgium, in the order named. While France still leads in the importation of automobiles into Argentina in 1913, the United States made a larger actual and relative gain than any of the countries above named, and increased her market for a piece in 1912 to second place in 1913. In 1914, when the world-wide depression reduced the value of automobile exports into Argentina to about one-fifth of their normal total, those from the United States also decreased our total exportation of automobiles to Argentina and other countries of South America from that year, being a little over one-third that of the preceding year.

Exports of automobiles from the United States to all countries increased from \$12,356,482 in 1913 to \$14,461,167 in 1914, to \$20,664,480 in the corresponding period one year earlier; while those of commercial automobiles numbered 8,730 with an aggregate value of \$2,977,988 compared with 595 valued at \$934,320 in 1913-14.

Motor Lubrication.

In an automobile motor there are many bearings of a revolving kind, and a good many of a sliding sort—namely the pistons which move to and fro in the cylinders, and the valves push rods. For the pistons we might use a thicker oil than is best for the bearings, but as the latter are the most important wearing parts we must have the lubrication of the correct degree of thickness for the crankshaft bushings, and use it for the rest of the engine. Still we cannot have too thin an oil, for it will get the pistons into the combination chamber and there be burnt up.

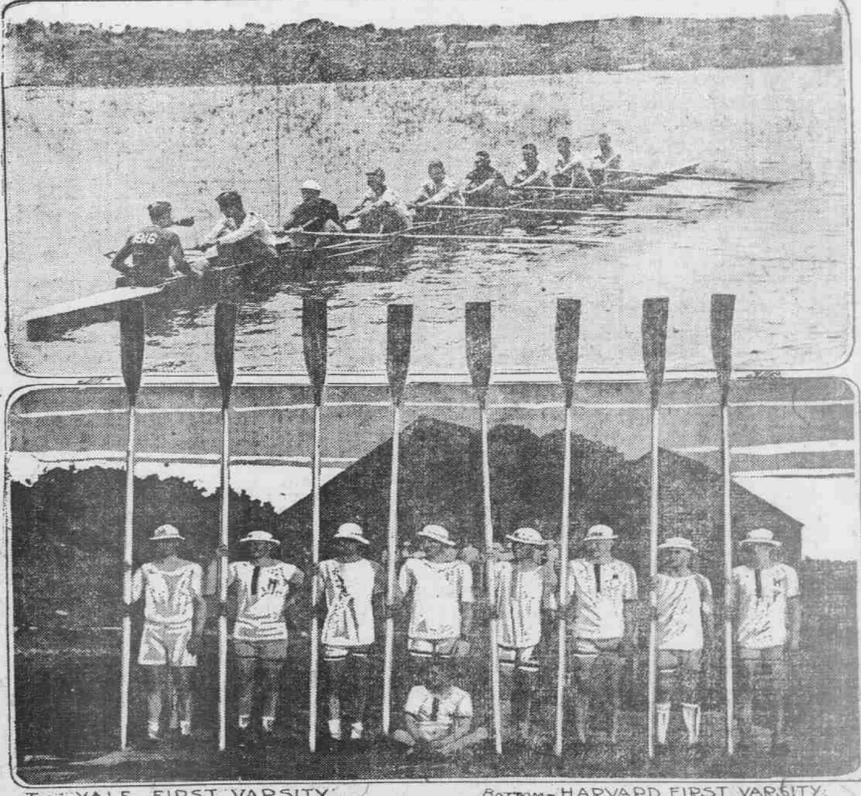
On a piston there are rings made of springy cast iron and turned with sharp edges which scrape the cylinder walls at each down stroke. Primarily the rings are to prevent gas escaping downwards past the pistons and to lubricate the piston and cylinder. Inside a motor oil is being flung and splashed and sprayed about all the time so that, as a piston ascends and descends, it follows the oil and wets the cylinder thickly. As the piston comes down again it sweeps this accumulation of oil before it in a sort of wave and, if the coating of oil is too heavy, the action is so rapid that there is not time to tear the oil off the cylinder to which its natural stickiness causes it to adhere, and some of it is crowded past the piston. Once it gets above the piston it ceases to be of any use and is merely burnt up, causing carbon deposit and a smoky exhaust. This means that whatever sort of system is used for getting oil to the bearings in the motor we must take care to prevent too much from obtaining access to the cylinders.

Spare Plug Points.

Very few people know how to adjust the spark plug points. Nine times out of ten the points are separated too far. Most every one carries with them an ordinary visiting card. The spark gap should equal the thickness of such a card.

Care of Breaks.

There is no more important part of the automobile that makes for safety than the brakes. Brake bands will not last indefinitely, and as soon as they show signs of wear, just the moment the rear wheels do not slide together when the pedal is depressed, examine the bands, adjust a car agent. In many cases they may be compensated by an adjustment of the rods, but frequently the band is worn too much on one side, causing it to make only partial contact with the drum. Should the brake bands, because of oil or grease on the face, a kerosene bath soon will make them hold tightly. After a country tour in the rain it is not unusual for the brake bands, are covered with dirt, some of



New London, Conn., June 17.—One of the greatest contests ever witnessed on the Thames river is expected this year when the Yale and Harvard first varsity crews meet. The first varsity crew of Yale is composed as follows: Stroke, Morse; seven, Wiman; six, Meyers; five, Captain Sturtevant; four, Sheldon; three, Low; two, Bennett; bow, C. Coe; coxswain, McLane. The Harvard first varsity is as follows: Stroke, Lund; seven, Cabot; six, Parsons; five, J. Middendorf; four, Harwood; three, Stebbins; two, Morgan; bow, H. Murray, captain; coxswain, Karger.

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INTERNATIONAL EGG LAYING CONTEST.

The total egg yield in the thirty-second week of the laying contest at Storrs amounted to 4,168 eggs, only one egg less than the production for the previous week and relatively 151 eggs more than for the corresponding year. The lighter breeds including the Leghorns, Campines and Buttercups are now doing more than their share. While they constitute only 47 per cent of the birds entered in the competition they laid 52 per cent of the eggs last week.

Diagraph Poultry Farm's White Leghorns from West Nyack, N. Y., not only won first place for the week but also raised the weekly record from 59 to 61 eggs. Windsweep Farm's Leghorns from Redding Ridge, Conn., came second with a yield of 57 and four pens, namely: Rhode Island Reds owned by Charles O. Polhemus, Newburgh, N. Y.; N. W. Hendry's Leghorns from New Haven, James H. Lord's Leghorns from Methuen, Mass. and Baron's Leghorns from Catorth, England, all tied for third place with 55 eggs each.

Perhaps the most unusual incident of the year was the post mortem examination of White Wyandotte hen No. 184 in one of the Storrs Station's Experimental Pens. There is nothing at all unusual about this hen's egg record. She laid 22 eggs on January 17, in February, 16 in March, 14 in April, 23 in May, but has never been credited with two eggs in any one day. In general it is not of course expected that hens will lay two eggs a day but the examination of this bird revealed a mechanism that would seem to make possible the regular production of two eggs a day. Instead of the customary angle set of reproductive organs this hen had two ovaries, and two complete oviducts and not only this but both were functioning. A single fertilized egg with the shell on was found in the lower part of the left oviduct and a yolk was found in the upper part of the right oviduct. Thus this hen apparently used one set of organs one day and the other the next. Her death was due to a much enlarged liver perhaps that the individual did not have enough constitutional vigor to maintain the maximum use of her unusual equipment.

The ten leading pens to date are as follows:

- Ed Cam, near Preston, England, White Wyandottes 1,292. Tom Barron, Catorth near Preston, England, White Wyandottes 1,260. Hillview Poultry Farm, St. Albans, Vt. Rhode Island Reds 1,249. Tom Barron, Catorth, England, White Leghorns 1,175. A. P. Robinson, Calverton, N. Y. White Leghorns 1,168. F. M. Poesley, Cheshire, Conn. White Leghorns 1,163. Windsweep Farm, Redding Ridge, Conn. White Leghorns 1,123. Pinecrest Orchards, Groton, Mass. Rhode Island Reds 1,085. Colonial Farm, Temple, N. H. Rhode Island Reds 1,081. J. V. Thomas, Ballston Lake, N. Y. White Leghorns 1,081. The leading Connecticut pens to date include: Morrit M. Clark, Brookfield Center. Barred Rocks 1,051. Homer P. Deming, Winsted, Rhode Island Reds 1,001. George Bowles, Westport. White Leghorns 987.

Charles McDonald of Brookline, 10 years old was drowned while bathing at Greenwich, Mass.

Grand Duke Constantine Constantinovitch, cousin of the Czar of Russia, died in Ystrogod.



The Secret of a Good Figure often lies in the braisere. Hundreds of thousands of women wear the Bijou Brassiere for the reason that they regard it as necessary as a corset. It supports the bust and back and gives the figure the youthful outline which fashion desires. They are the latest, most serviceable garments imaginable. Only the best materials used for instance "Balmain", a flexible bonding of great durability—absolutely machine-permitting laundering without removal. They come in all styles, and your local Dry Goods dealer will show them to you on request. If he does not carry them, he can easily get them for you by writing to us. Send for an illustrated booklet showing styles that are in high favor. BENJAMIN & JOHNES 50 Warren Street Newark, N. J.

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